BookletChart™

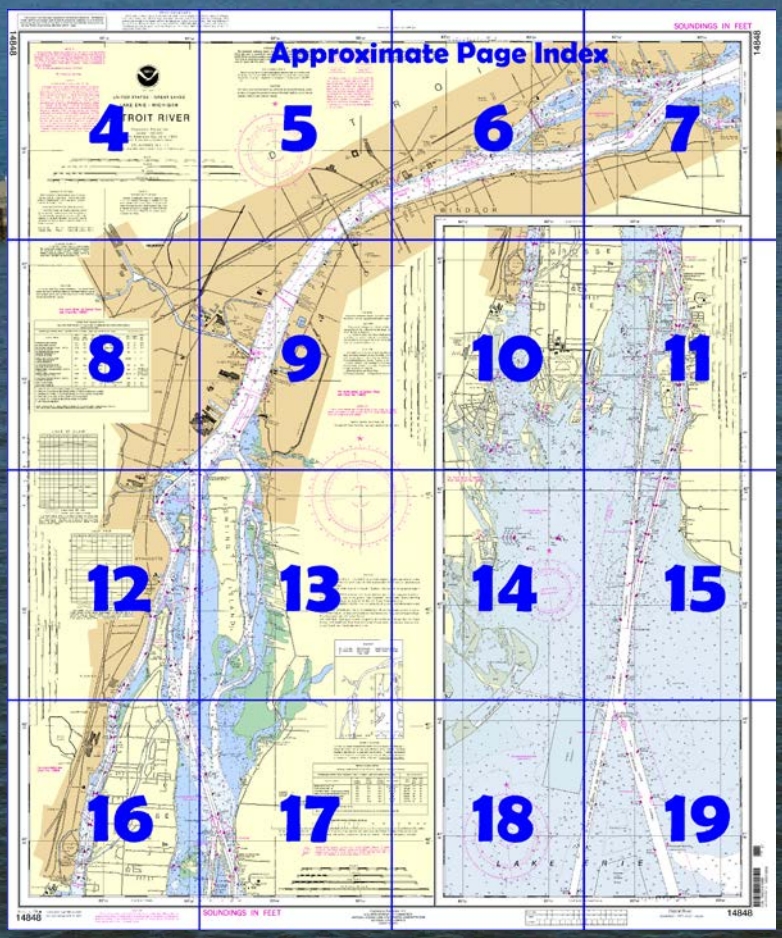
Detroit River

NOAA Chart 14848

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.

- *Complete, reduced-scale nautical chart*
- *Print at home for free*
- *Convenient size*
- *Up-to-date with Notices to Mariners*
- *Compiled by NOAA's Office of Coast Survey, the nation's chartmaker*



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=14848

(Selected Excerpts from Coast Pilot)
Detroit River Light (42°00.0'N., 83°08.5'W.), 55 feet above the water, is shown from a white conical tower, upper part black, on a hexagonal pier in the entrance to the Detroit River E of Pointe Mouillee. A fog signal and racon are at the light.
The **Detroit River** flows S from Lake St. Clair and empties into the NW end of Lake Erie.
East Outer Channel and **West Outer Channel**, dredged and well marked, lead northward through the shallows at the upper end of Lake Erie to the mouth of the Detroit River. Immediately N of Detroit River Light, the channels merge to form lower Livingstone Channel. In June 1999, East Outer Channel had a controlling depth of 24 feet (28 feet at midchannel). In 1987, West Outer Channel had a controlling depth of 16 feet for a midwidth of 700 feet.
The channel is well marked with lights and buoys. **Ballards Reef Channel Light 77D** (42°08.5'N., 83°07.5'W.) marks the W side of the downbound turn into the entrance to Livingstone Channel at its junction with Ballards Reef Channel. Because of the strong E set of the current at the junction of Livingstone and Ballards Reef Channels, mariners are advised to favor the W side, if draft permits.
Amherstburg, Ont., is a town on the E side of the Detroit River, opposite Bois Blanc Island.
W of the lower end of the revetments in Livingstone Channel, a small-craft channel marked by buoys leads from the open part of the lower Detroit River between **Sugar Island** and **Meso Island,** along the Grosse Ile shore, and thence W of **Stony Island.** In the narrow part of this channel between Stony Island and Grosse Ile, a line of submerged bridge abutments, with least depths of ½ foot, crosses the channel, and submerged cables follow the same path just to the S and N of the abutments. A buoy marks the W side of the westernmost abutment, and in 1977, the best water was inside the buoy within 150 to 200 feet of the Grosse Ile shore. The W abutment is about 280 feet from shore.
of **Celeron Island** and connects with Trenton Channel at Gibraltar. The least depth in this channel is about 8 feet.
Fighting Island Channel extends from the upper end of Ballards Reef Channel, about 2 miles below the head of Grosse Ile, along the W side of Fighting Island to the natural deep water N of Fighting Island. A Federal project provides for a depth of 28.5 feet in Fighting Island Channel. (See Notice to Mariners and latest edition of charts for controlling depths.)
Fighting Island, Ont., on the E side of Fighting Island Channel off the Ontario mainland, is about 4 miles long and about 0.5 mile wide. The entire island is either marsh or waste bed fill from various concerns that pump manufacturing residue to the island as waste. Low bluffs are on the W side of the island. A shoal, with a depth of 18 feet at its outer end marked by a lighted buoy, extends 0.5 mile N from the upper end of the island.
Water level information for the Gibralter area may be obtained by contacting Detroit Coast Guard Group on VHF-FM channel 16. The same information is given at the beginning of the scheduled radio broadcast notice to mariners.
Because of current effects, mariners are advised to exercise caution when turning from Hackett Reach into Amherstburg Reach.
Canadian regulations specify a **speed limit** of 10 knots in Livingstone Channel for vessels of 500 gross tons and over.
Caution.–Extra care is necessary when anchoring in Amherstburg Channel between its upper end and the south end of Bois Blanc Island; the current may cause an anchor to drag and overturn rocks which then become obstructions.
A submerged water intake north of the front structure of the Fort Malden range extends 300 feet (91.4 m) into the river.
Regulations.–A **speed limit** of 4 mph is enforced in River Rouge and Short Cut Canal 21. (See **33 CFR 162.130 through 162.140,** chapter 2, for navigation regulations.)
Detroit is a **customs port of entry.**
Quarantine is enforced in accordance with the regulations of the U.S. Public Health Service. (See Public Health Service, chapter 1.)

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Cleveland	Commander 9th CG District Cleveland, OH	(216) 902-6117

Table of Selected Chart Notes

Ⓟ Pump-out facilities

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Adrian, MI	WNG-647	162.450 MHz
Detroit, MI	KEC-63	162.550 MHz
Sandusky, OH	KHB-97	162.400 MHz
Toledo, OH	WXL-51	162.550 MHz

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area *Cable Area*

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging or trawling.

Covered wells may be marked by lighted or unlighted buoys.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

CAUTION

POTABLE WATER INTAKE

Vessels operating in fresh water lakes or rivers shall not discharge sewage, or ballast, or bilge water within such areas adjacent to domestic water intakes as are designated by the Commissioner of Food and Drugs (21 CFR 1250.93). Consult U.S. Coast Pilot 6 for important supplemental information.

CAUTION

Due to periodic high water conditions in the Great Lakes, some features charted as visible at Low Water Datum may be submerged, particularly in the near shore areas. Mariners should proceed with caution.

Low Water Datum, which is the plane of reference for the levels shown on the above hydrograph, is also the plane of reference for the charted depths. If the lake level is above or below Low Water Datum, the existing depths are correspondingly greater or lesser than the charted depths.

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Polyconic Projection
Scale 1:30,000
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET

Additional information can be obtained at nauticalcharts.noaa.gov.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

CAUTION

Mariners are warned that numerous uncharted stakes and fishing structures, some submerged, may exist in the area of this chart. Such structures are not charted unless known to be permanent.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum 1983 (NAD 83) and is considered equivalent to the World Geodetic System 1984 (WGS 84) for practical plotting purposes. Positions referred to the North American 1927 Datum must be moved 0.139 seconds northward and 0.275 seconds eastward to agree with this chart.

Vessel Traffic Services calling-in point; arrow indicates direction of vessel movement. Mandatory calling-in points are identified numerically. Voluntary calling-in points are identified alphabetically. For additional information see U.S. Coast Pilot 6 and the U.S. and Canadian Notices to Mariners.

AUTHORITIES. Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and Canadian authorities.

BRIDGE AND OVERHEAD CABLE CLEARANCES. When the water surface is above Low Water Datum, bridge and overhead clearances are reduced correspondingly. For clearances see U.S. Coast Pilot 6.

PLANE OF REFERENCE OF THIS CHART (Low Water Datum). Depths are referred to the sloping surface of the river when Lake St. Clair is at elevation 572.3 feet and Lake Erie is at elevation 569.2 feet.

Referred to mean water level at Rimouski, Quebec, International Great Lakes Datum (1985).

TRENTON CHANNEL DEPTHS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO OCT 2011

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT GREAT LAKES LOW WATER DATUM (LWD)					PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH LWD (FEET)
ENTRANCE TO LT BY "16"	21.9	27.1	23.6	10-11	300-720	2.17	27
LT BY "16" TO LT BY "28"	27.7	27.9	24.6	10-11	300-680	2.17	27
LT BY "28" TO 800ft S. OF GROSSE ILE BRIDGE	24.9	26.4	24.5	10-11	300-520	1.31	27
800ft S. OF GROSSE ILE BRIDGE TO LT BY "19"	29.1	28.9	10.7	10-11	300-480	.56	28
LT BY "19" TO END OF TURNING BASIN	27.6	29.0	25.3	10-11	250-800	.38	28
END OF TURNING BASIN TO LT BY "5"	21.8	21.6	20.9	10-11	250-300	1.97	21
LT BY "5" TO END	19.1	20.4	18.8	10-11	140-1000	.51	21

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

DETROIT RIVER CHANNEL DEPTHS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS AND PUBLIC WORKS CANADA - SURVEYS TO DEC 2011

CONTROLLING DEPTHS FROM LAKE ERIE IN FEET AT GREAT LAKES LOW WATER DATUM (LWD)						PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (MILES)	DEPTH LWD (FEET)
FIGHTING ISLAND CHANNEL	19.0	29.1	27.0	23.5	10-09	800	4.7	28.5
BALLARDS REEF CHANNEL	20.4	26.9	27.8	27.3A	11-09	600	3.5	27.5 - 28.5
LIVINGSTONE CHANNEL FROM LT "D77" TO 42°05'35"N 83°07'45"W	23.2B	26.6	26.9	23.1C	10,11-11	450	3.1	27.7
LIVINGSTONE CHANNEL FROM 42°05'35"N 83°07'45"W TO 42°04'07"N 83°07'56"W	24.1	27.2	26.8	24.1	11,12-11	450	1.7	27.7
LIVINGSTONE CHANNEL FROM 42°04'07"N 83°07'56"W TO 42°03'08"N 83°08'05"W	22.0	28.6	28.9	22.0	4-07;8-08;11-10;12-11	450-800	1.1	27.7
LIVINGSTONE CHANNEL FROM 42°03'08"N 83°08'05"W TO LT "D30"	28.1	29.0	28.8	23.9	11,12-10	800	1.7	29.0
AMHERSTBURG CHANNEL FROM LT "D71" TO LT BUOY "D56"	26.9D	23.1	26.3	17.5	4,5-07	600	2.4	RT HALF 21.0 LT HALF 27.5
AMHERSTBURG CHANNEL FROM LT BUOY "D56" TO LT "D30"	28.1E	21.4	19.7	19.9	4,5-07	600-700	4.5	RT HALF 21.0 LT HALF 28.5
LIVINGSTONE CHANNEL FROM LT "D30" TO 42°00'20"N 83°08'25"W	25.9	30.4	29.8	24.4	12-10;8-11	1200	1.5	29.0
EAST OUTER CHANNEL	23.1	28.5	28.5	24.1	5-91;7-08	1200	7.5	28.5
WEST OUTER CHANNEL	F	F	F	F	1987	800	4	22.0

A. SHOALING TO 16.6 FEET IN THE OUTSIDE 50 FEET OF QUARTER
B. SHOALING TO 10.4 FEET IN THE OUTSIDE 30 FEET OF THE U.S. PORTION OF QUARTER
C. SHOALING TO 7.1 FEET IN THE OUTSIDE 30 FEET OF THE U.S. PORTION OF QUARTER
D. SHOALING TO 11.9 FEET IN THE OUTSIDE 40 FEET OF QUARTER
E. SHOALING TO 23.3 FEET IN THE OUTSIDE 40 FEET OF QUARTER
F. NOT SURVEYED RECENTLY

NOTE: CONSULT THE U.S. ARMY CORPS OF ENGINEERS FOR SUBSEQUENT CHANGES IN U.S. WATERS AND THE CANADIAN HYDROGRAPHIC SERVICE FOR CHANGES IN CANADIAN WATERS

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, http://NauticalCharts.gov, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, http://OceanGrafix.com, or help@OceanGrafix.com.

14848

83°10'   83°08'

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 6. Additions or revisions to Chapter 2 are published in the Notices to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 9th Coast Guard District in Cleveland, Ohio, or at the Office of the District Engineer, Corps of Engineers in Detroit, Michigan.

Refer to charted regulation section numbers.

Ⓟ Pump-out facilities

NOTE Z
NO-DISCHARGE ZONE, 40 CFR 140

Michigan waters of Lakes Michigan, Huron, Superior, Erie and St. Clair, all waterways connected thereto, and all inland lakes are designated as a No-Discharge Zone (NDZ). Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. Commercial vessel sewage shall include graywater. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/.

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - GREAT LAKES

LAKE ERIE - MICHIGAN

DETROIT RIVER

Polyconic Projection
Scale 1:30,000
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET

Additional information can be obtained at nauticalcharts.noaa.gov.

The horizontal referen
(NAD 83) and is consi
(WGS 84) for practical p
1927 Datum must be mo
ward to agree with this c

Report all spills o
Response Center via
Coast Guard facility if
153).

42° 20'

SCALE 1:30,000
Nautical Miles
1 ½ 0 1 2
Statute Miles
1 ½ 0 1 2
Yards
1000 0 1000 2000 3000
Meters
1000 0 1000 2000 3000

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

NOAA WEATHER RADIO BROADCASTS

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ACKNOWLEDGMENT

The National Ocean Service acknowledges the exceptional cooperation received from members of the Grosse Ile Power Squadron, District 9, United States Power Squadrons, in continually providing essential information for revising this chart.

42° 18'

CAUTION

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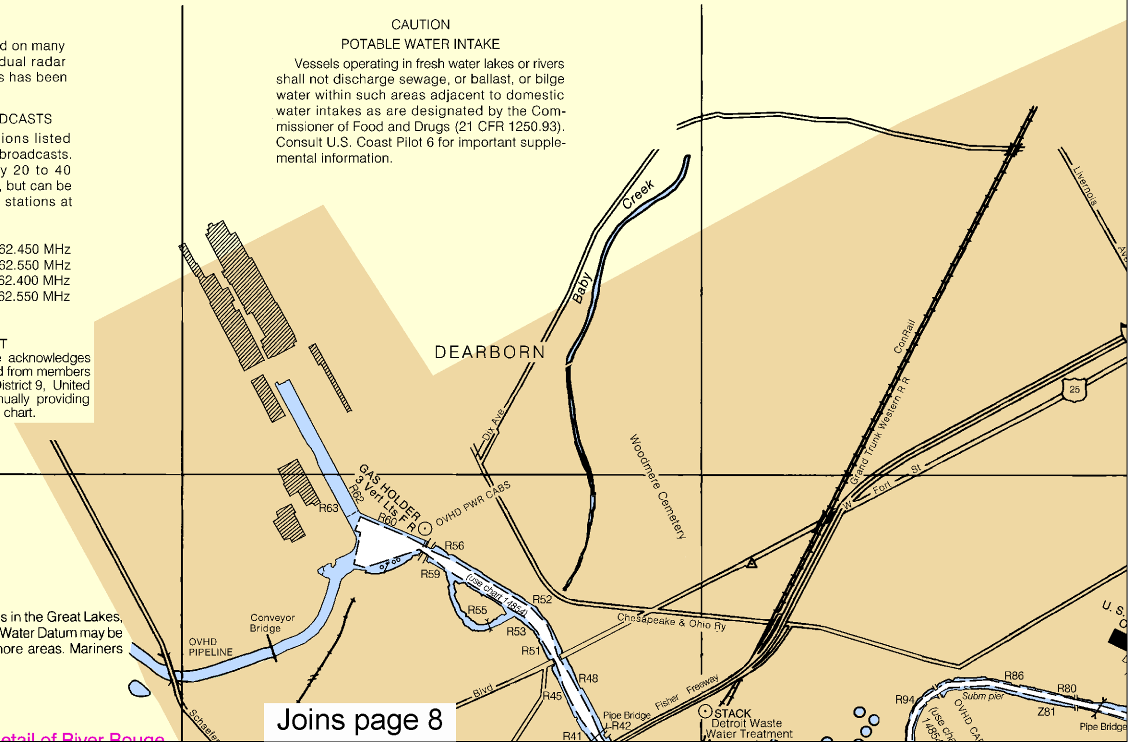

Joins page 8

For more detail of River Rouge

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:30,000~~ See Note on page 5.

Nautical Miles
1 0 1 2
Yards
1000 0 1000 2000 3000

83°06' 83°04' 83°02' 45" 30" 15" 01' 50"

HORIZONTAL DATUM

ence datum of this chart is North American Datum 1983 sidered equivalent to the World Geodetic System 1984 plotting purposes. Positions referred to the North American noved 0.139 seconds northward and 0.275 seconds east- chart.

POLLUTION REPORTS

of oil and hazardous substances to the National ia 1-800-424-8802 (toll free), or to the nearest U.S. if telephone communication is impossible (33 CFR

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area

Cable Area

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Covered wells may be marked by lighted or unlighted buoys.

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DETROIT RIVER

WINDSOR

UNITED STATES

CANADA

Elmwood Cemetery

Mt Elliot Cemetery

Harbor Town Marina

St Aubin Marina

Chene Park

Tiger Stadium

Ren-Cen

U.S. Customs & Immigration

U S Customs & Immigration

Rail Car Ferry Slips

Commercial Marine Terminals Inc

Commercial Terminals of Detroit Inc

Pilots

Depth over crib 12 ft

FIXED BRIDGE HOR CL 100 FT (AT CENTER) VERT CL 156 FT

University of Windsor

Mill Cove Marina

STACK (Floodlighted)

Customs

TANK 2 Vert Lts Oc R

CHYS

TANK

FORT WAYNE

TR 3 Vert Lts Oc R 2 F R

TR 3 Vert Lts F R

S. Customs Office

Windsor Harbor Commission Dock

Sterling Fuel Dock

Sterling Fuels

Sandwich St

Riverside

Assumption

Gladstone Ave

Lafayette Ave

Jefferson Ave

Woodward Ave

Gratiot Ave

Dieppe Park

Windsor Harbour Commission

Tunnel

Fl G 2s "1" Priv

Fl R 2s "2" Priv

Fl G 2s "4" Priv

Fl R 4s 22ft "2" Priv

Fl (2+1) G 6s

SPECIAL ANCHORAGE AREA 110.206 (see note A)

R Mast F R

R Mast 2 Vert Lts Oc R F R

R MAST F R

R Masts 2 Vert Lts Oc R F R

TV MAST 5 Vert Lts F R

R RELAY TR 2 Vert Lts F R

Iso R

Fp

Log Boom

Joins page 6

Joins page 9

KAPP 1253

83°12'

42° 08'

TRENTON

Detroit Edison Co STACKS 3 Vert Lts Oc R

83°06' 83°04' 83°02' 45" 30" 15" 01' 50"

NTAL DATUM

this chart is North American Datum 1983 ilent to the World Geodetic System 1984 es. Positions referred to the North American econds northward and 0.275 seconds east-

N REPORTS

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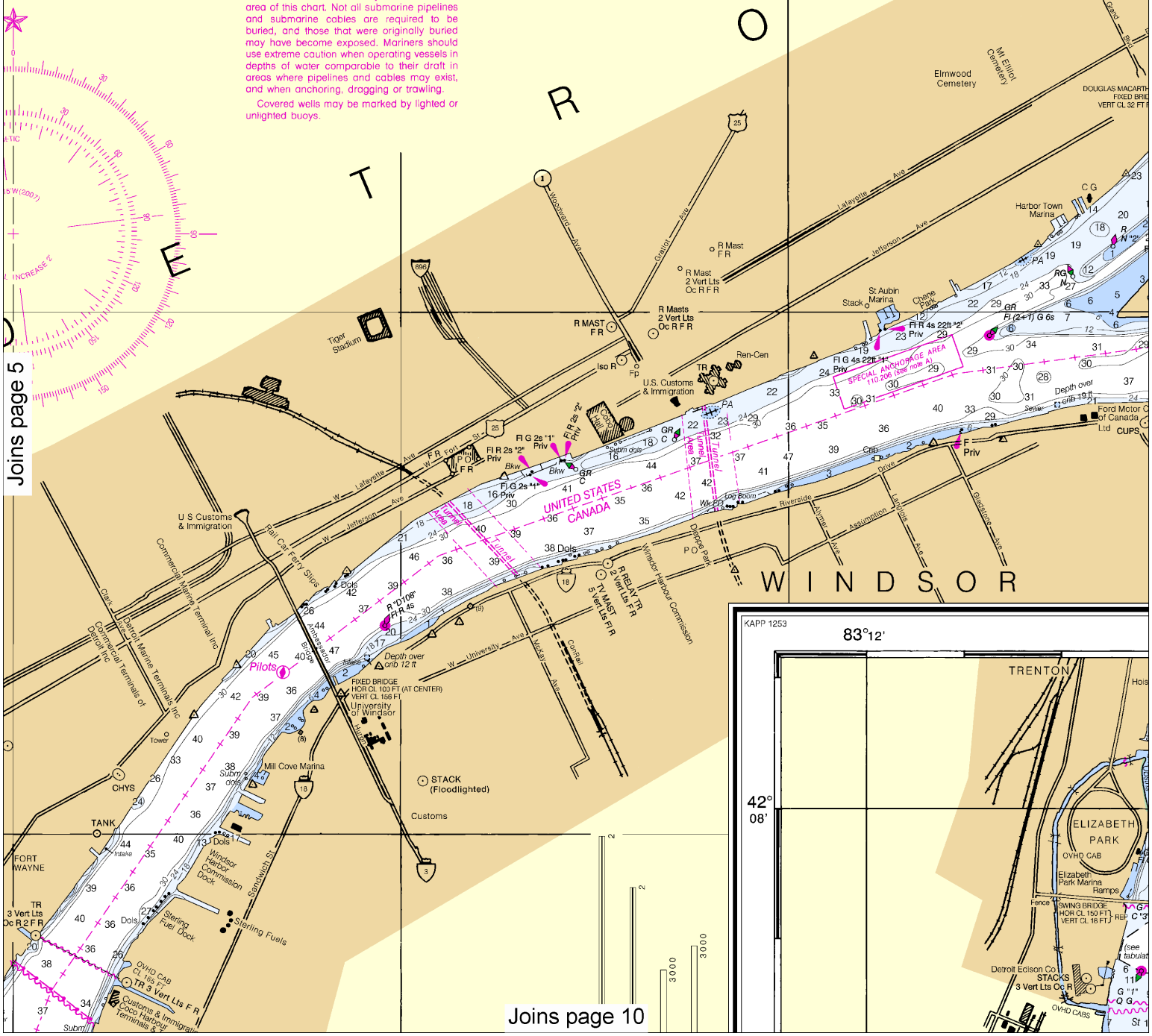


Printed at reduced scale. ~~SCALE 1:30,000~~

Nautical Miles: 1 0 1 2

Yards: 1000 0 1000 2000 3000

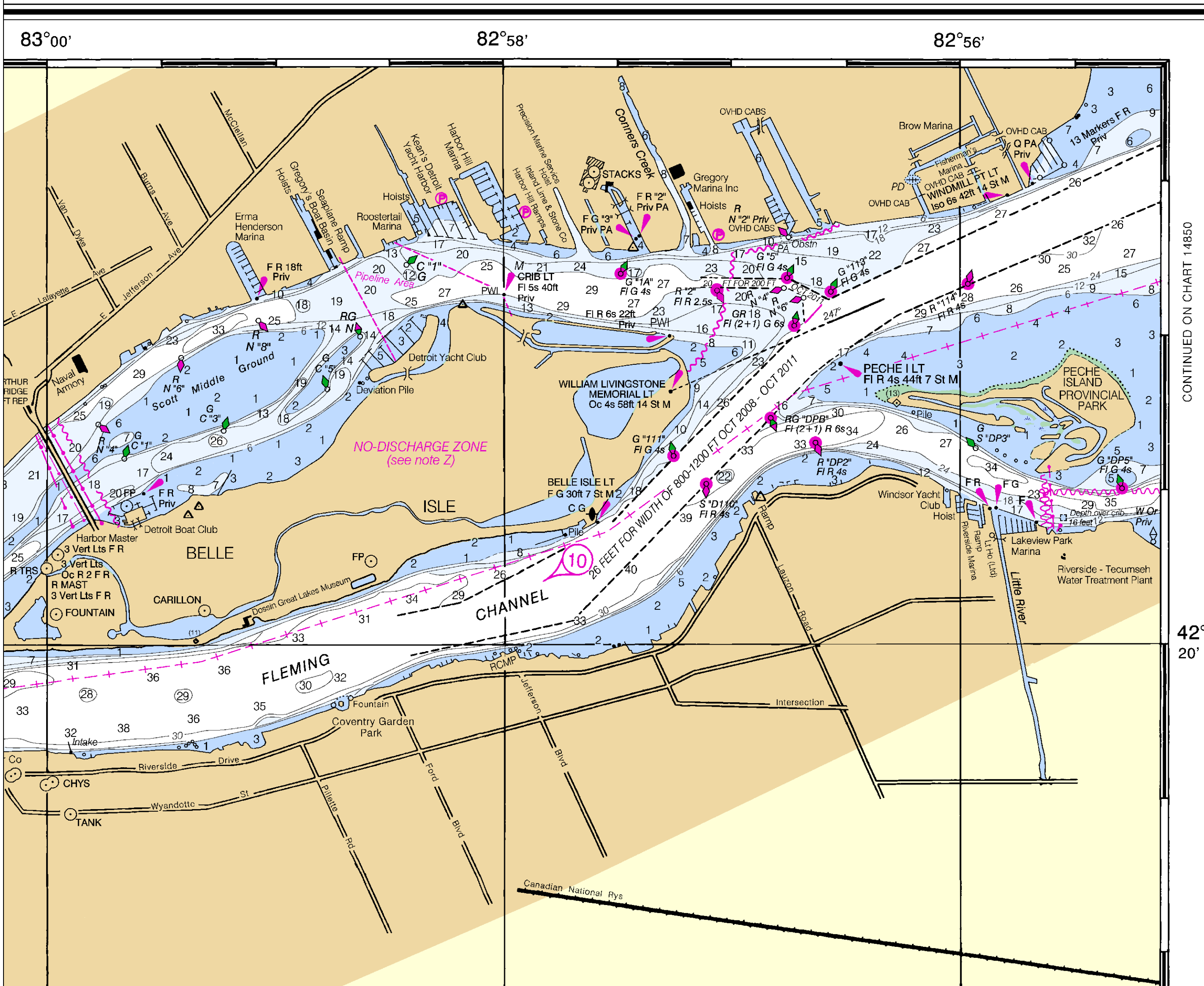
See Note on page 5.

6

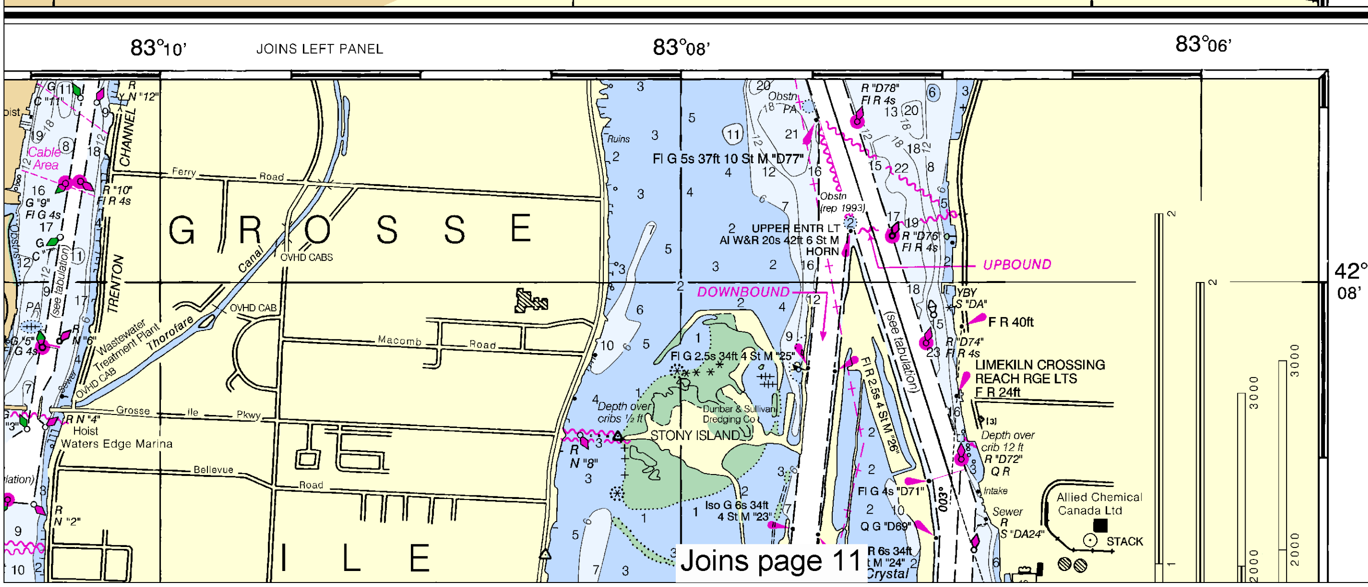
Note: Chart grid lines are aligned with true north.

SOUNDINGS IN FEET

14848



83°00'
82°58'
82°56'
42° 20'
CONTINUED ON CHART 14850
BELLE
ISLE
FLEMING
CHANNEL
26 FEET FOR WIDTH OF 800-1200 FT OCT 2008 - OCT 2011
NO-DISCHARGE ZONE
(see note Z)
Scott Middle Ground
Detroit Yacht Club
Deviation Pile
WILLIAM LIVINGSTONE MEMORIAL LT
Oc 4s 58ft 14 St M
BELLE ISLE LT
F G 30ft 7 St M
PECHE I LT
Fl R 4s 44ft 7 St M
PECHE ISLAND PROVINCIAL PARK
WINDMILL PT LT
Iso 6s 42ft 14 St M
CRIB LT
Fl 5s 40ft
Priv
Brow Marina
Gregory Marina Inc
Conners Creek
STACKS
Erma Henderson Marina
Roostertail Marina
Kean's Detroit Yacht Harbor
Harbor Hill Marina
Seaplane Ramp
Gregory's Boat Basin
Naval Armory
Detroit Boat Club
Harbor Master
3 Vert Lts F R
CARILLON
FOUNTAIN
Dossin Great Lakes Museum
Windsor Yacht Club
Lakeview Park Marina
Riverside - Tecumseh Water Treatment Plant
Little River
Coventry Garden Park
Riverside Drive
Wyandotte St
Jefferson Blvd
Ford Blvd
Pillette Rd
Lauzon Road
Intersection
Canadian National Rys
CHYS
TANK



83°10'
JOINS LEFT PANEL
83°08'
83°06'
42° 08'
G R O S S E
I L E
TRENTON CHANNEL
Cable Area
Wastewater Treatment Plant
Thorofare Canal
Ferry Road
Macomb Road
Grosse Ile Pkwy
Bellevue Road
Waters Edge Marina
UPPER ENTR LT
Al W&R 20s 42ft 6 St M
HORN
UPBOUND
DOWNBOUND
STONY ISLAND
Dunbar & Sullivan Dredging Co
LIMEKILN CROSSING REACH RGE LTS
F R 24ft
Allied Chemical Canada Ltd
STACK
Joins page 11

This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 0413 1/22/2013,
NGA Weekly Notice to Mariners: 0413 1/26/2013,
Canadian Coast Guard Notice to Mariners: 0113 1/25/2013.

nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

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Joins page 4

For more detail of River Rouge see Chart No. 14854

DETROIT RIVER CHANNEL DEPTHS

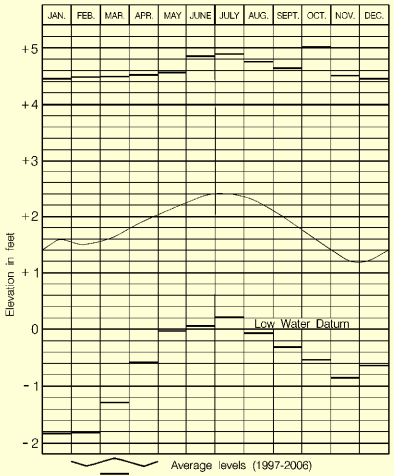
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS AND PUBLIC WORKS CANADA - SURVEYS TO DEC 2011

CONTROLLING DEPTHS FROM LAKE ERIE IN FEET AT GREAT LAKES LOW WATER DATUM (LWD)						PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (MILES)	DEPTH LWD (FEET)
FIGHTING ISLAND CHANNEL	19.0	29.1	27.0	23.5	10-09	800	4.7	28.5
BALLARDS REEF CHANNEL	20.4	26.9	27.8	27.3A	11-09	600	3.5	27.5 - 28.5
LIVINGSTONE CHANNEL FROM LT "D77" TO 42°05'35"N 83°07'45"W	23.2B	26.6	26.9	23.1C	10,11-11	450	3.1	27.7
LIVINGSTONE CHANNEL FROM 42°05'35"N 83°07'45"W TO 42°04'07"N 83°07'56"W	24.1	27.2	26.8	24.1	11,12-11	450	1.7	27.7
LIVINGSTONE CHANNEL FROM 42°04'07"N 83°07'56"W TO 42°03'08"N 83°08'05"W	22.0	28.6	28.9	22.0	4-07;8-08;11-10;12-11	450-800	1.1	27.7
LIVINGSTONE CHANNEL FROM 42°03'08"N 83°08'05"W TO LT "D30"	28.1	29.0	28.8	23.9	11,12-10	800	1.7	29.0
AMHERSTBURG CHANNEL FROM LT "D71" TO LT BUOY "D56"	26.9D	23.1	26.3	17.5	4,5-07	600	2.4	RT HALF 21.0 LT HALF 27.5
AMHERSTBURG CHANNEL FROM LT BUOY "D56" TO LT "D30"	28.1E	21.4	19.7	19.9	4,5-07	600-700	4.5	RT HALF 21.0 LT HALF 28.5
LIVINGSTONE CHANNEL FROM LT "D30" TO 42°00'20"N 83°08'25"W	25.9	30.4	29.8	24.4	12-10;8-11	1200	1.5	29.0
EAST OUTER CHANNEL	23.1	28.5	28.5	24.1	5-91;7-08	1200	7.5	28.5
WEST OUTER CHANNEL	F	F	F	F	1967	800	4	22.0

A. SHOALING TO 16.6 FEET IN THE OUTSIDE 50 FEET OF QUARTER
B. SHOALING TO 10.4 FEET IN THE OUTSIDE 30 FEET OF THE U.S. PORTION OF QUARTER
C. SHOALING TO 7.1 FEET IN THE OUTSIDE 30 FEET OF THE U.S. PORTION OF QUARTER
D. SHOALING TO 11.9 FEET IN THE OUTSIDE 40 FEET OF QUARTER
E. SHOALING TO 23.3 FEET IN THE OUTSIDE 40 FEET OF QUARTER
F. NOT SURVEYED RECENTLY

NOTE: CONSULT THE U.S. ARMY CORPS OF ENGINEERS FOR SUBSEQUENT CHANGES IN U.S. WATERS AND THE CANADIAN HYDROGRAPHIC SERVICE FOR CHANGES IN CANADIAN WATERS

LAKE ST. CLAIR



Low Water Datum, which is the plane of reference for the levels

Joins page 12

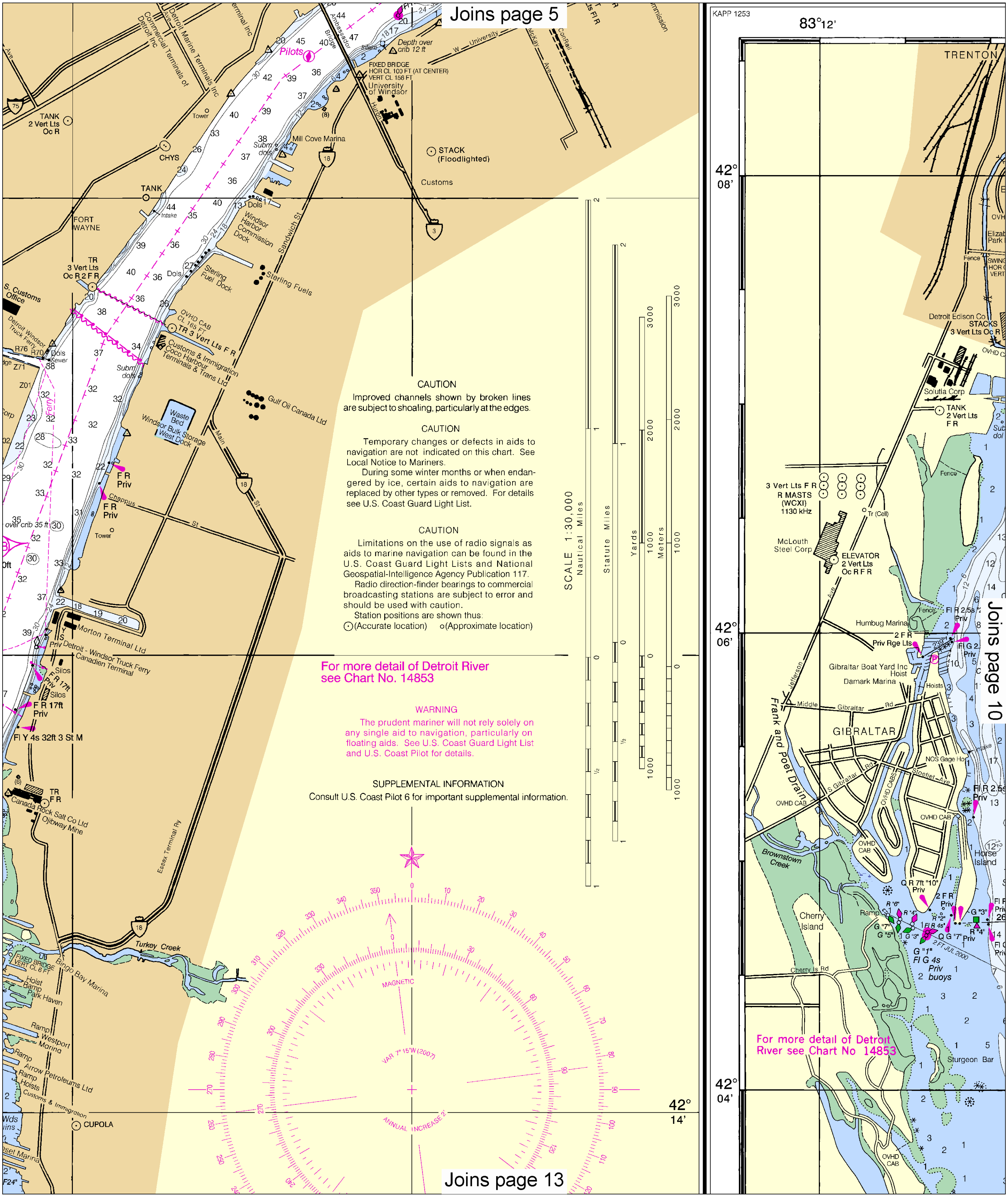
Note: Chart grid lines are aligned with true north.

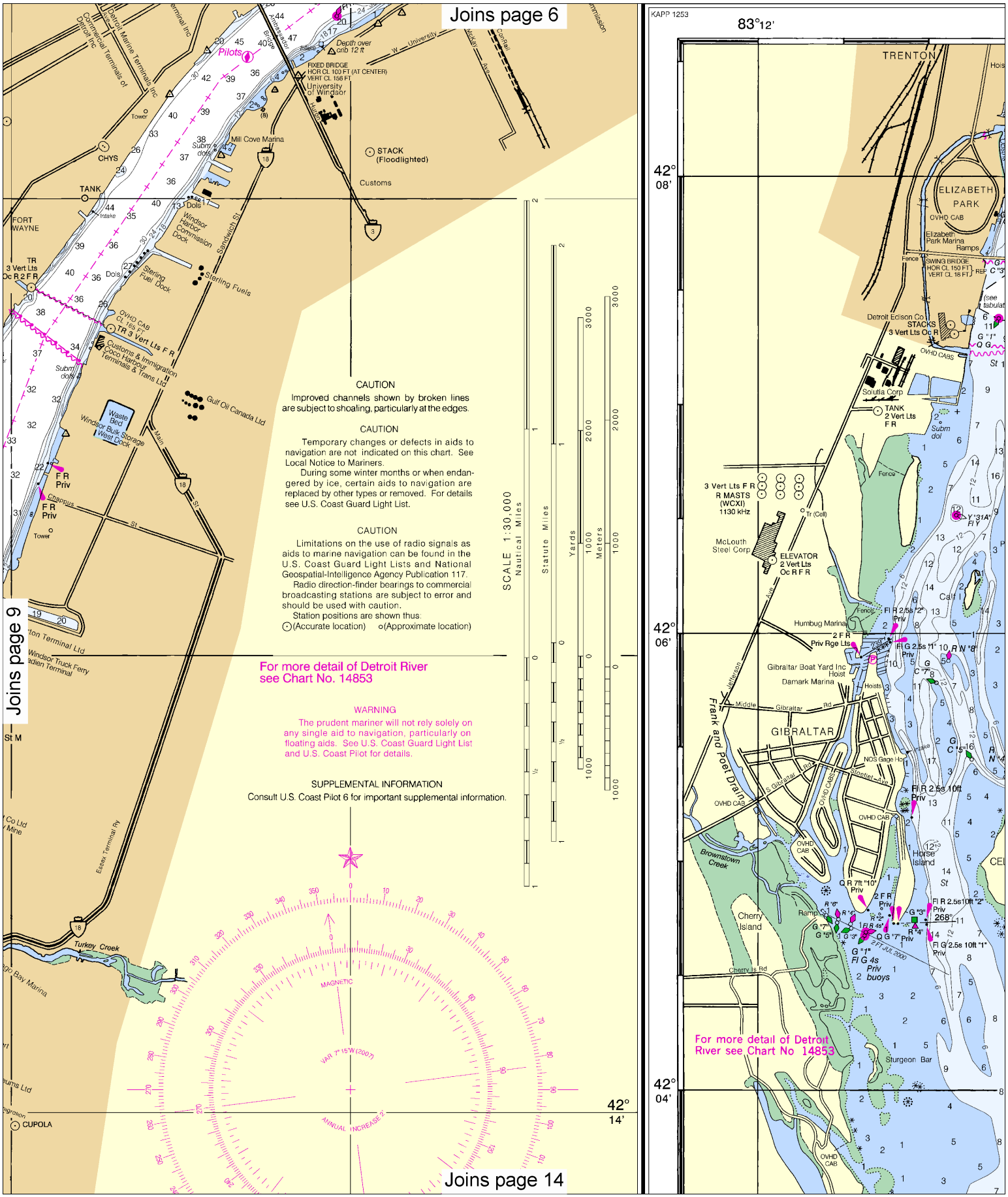
Printed at reduced scale. ~~SCALE 1:30,000~~

Nautical Miles: 1 0 1 2

Yards: 1000 0 1000 2000 3000

See Note on page 5.


Joins page 5
Joins page 10
Joins page 13
KAPP 1253
83°12'
42° 08'
42° 06'
42° 04'
42° 14'
TRENTON
GIBRALTAR
FIXED BRIDGE HOR CL 100 FT (AT CENTER) VERT CL 156 FT
University of Windsor
Mill Cove Marina
STACK (Floodlighted)
Customs
FORT WAYNE
Windsor Harbor Commission Dock
Sterling Fuel Dock
Sterling Fuels
Customs & Immigration
Coco Harbour Terminals & Trans Ltd
Gulf Oil Canada Ltd
Waste Bed
Windsor Bulk Storage West Dock
Morton Terminal Ltd
Detroit - Windsor Truck Ferry Canadien Terminal
Canada Rock Salt Co Ltd Ojibway Mine
Essex Terminal Ry
Turkey Creek
Bingo Bay Marina
CUPOLA
CAUTION
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.
CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.
During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.
CAUTION
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.
Station positions are shown thus:
(Accurate location) (Approximate location)
For more detail of Detroit River see Chart No. 14853
WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.
SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 6 for important supplemental information.
SCALE 1:30,000
Nautical Miles
Statute Miles
Yards
Meters
MAGNETIC
VAR 7° 15'W (2007)
ANNUAL INCREASE 2'
Detroit Edison Co
Solutia Corp
McLouth Steel Corp
ELEVATOR 2 Vert Lts Oc R F R
Humbug Marina
Gibraltar Boat Yard Inc
Damark Marina
Frank and Poet Drain
Brownstown Creek
Cherry Island
Horse Island
Sturgeon Bar
For more detail of Detroit River see Chart No 14853



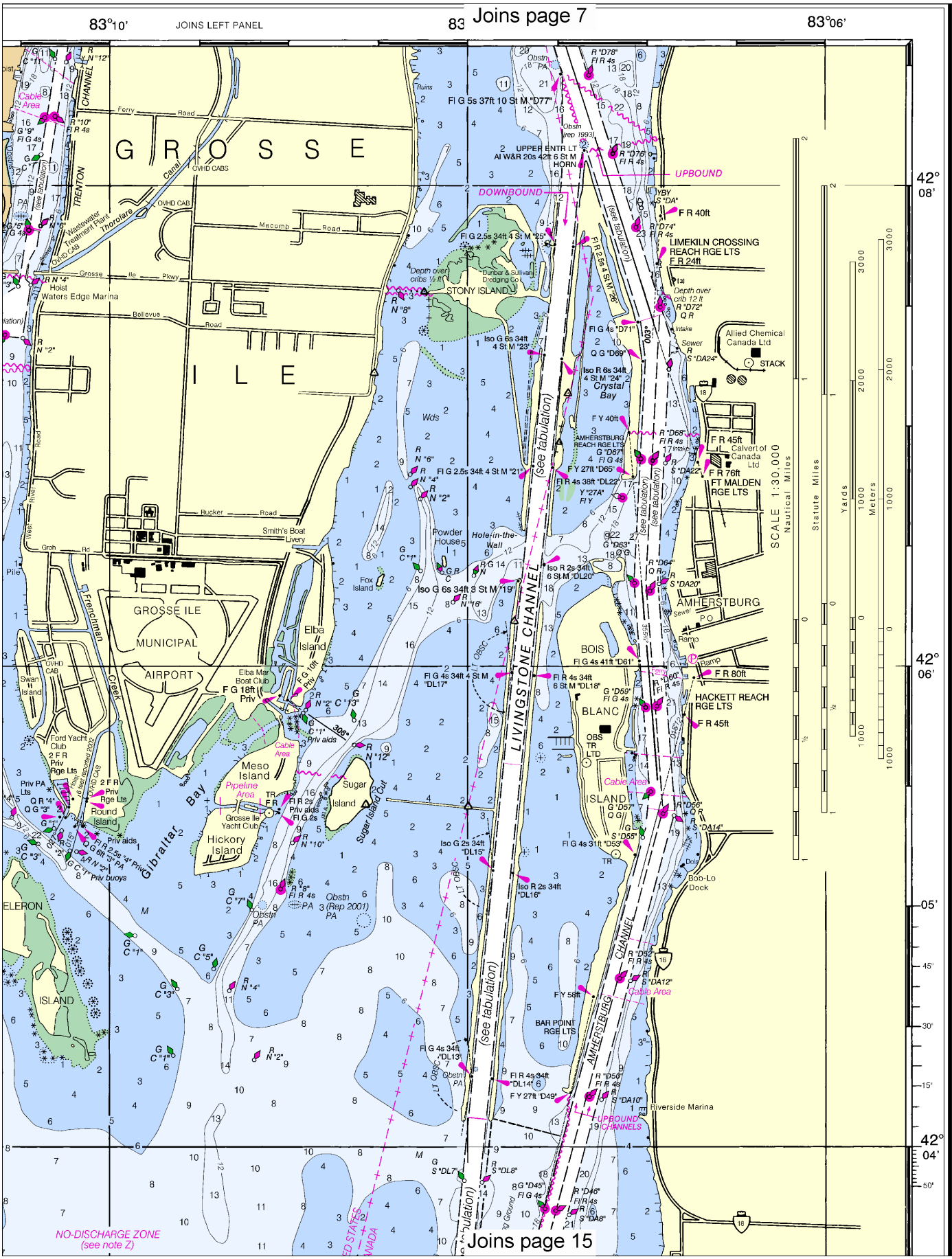
Note: Chart grid lines are aligned with true north.

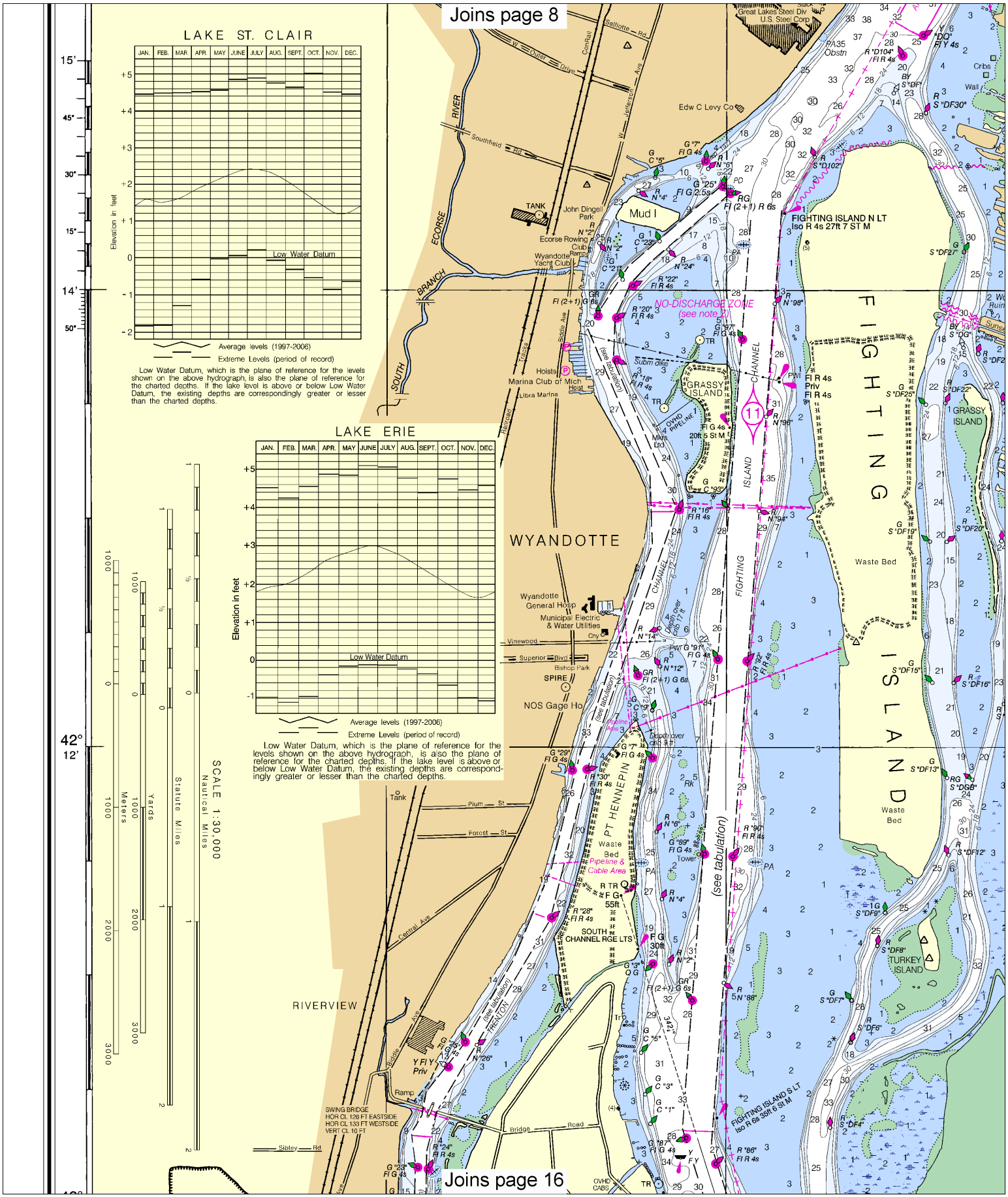
Printed at reduced scale. ~~SCALE 1:30,000~~

Nautical Miles: 1 0 1 2

Yards: 1000 0 1000 2000 3000

See Note on page 5.


83°10'
JOINS LEFT PANEL
83
Joins page 7
83°06'
42° 08'
42° 06'
05'
42° 04'
GROSSE ILE
TRENTON Channel
Ferry Road
Cable Area
OVHD CABS
Canal
Thorofare
OVHD CAB
Wastewater Treatment Plant
Macomb Road
Grosse Ile Pkwy
Hoist
Waters Edge Marina
Bellevue Road
Rucker Road
Groh Rd
Smith's Boat Livery
GROSSE ILE MUNICIPAL AIRPORT
Frenchman Creek
Swan Island
Ford Yacht Club
Elba Island
Elba Mar Boat Club
Fox Island
Powder House
Hole-in-the-Wall
Meso Island
Pipeline Area
Round Island
Hickory Island
Grosse Ile Yacht Club
Gibraltar Bay
Sugar Island
Sugar Island Cut
Priv aids
Priv buoys
NO-DISCHARGE ZONE (see note Z)
Fl G 5s 37ft 10 St M "D77"
Obstn (rep 1993)
UPPER ENTR LT Al W&R 20s 42ft 6 St M HORN
UPBOUND
DOWNBOUND
Fl G 2.5s 34ft 4 St M "25"
Dunbar & Sullivan Dredging Co
STONY ISLAND
Depth over cribs ½ ft
Iso G 6s 34ft 4 St M "23"
Iso R 6s 34ft 4 St M "24" Crystal Bay
Fl G 4s "D71"
Q G "D69"
F Y 40ft
AMHERSTBURG REACH RGE LTS
G "D67" Fl G 4s
F Y 27ft "D65"
Fl R 4s 38ft "DL22"
Y "27A" Fl Y
Iso G 6s 34ft 3 St M "19"
Iso R 2s 34ft 6 St M "DL20"
Fl G 4s 34ft 4 St M "DL17"
Fl R 4s 34ft 6 St M "DL18"
Iso G 2s 34ft "DL15"
Iso R 2s 34ft "DL16"
Fl G 4s 34ft "DL13"
Fl R 4s 34ft "DL14"
F Y 27ft "D49"
F Y 58ft
BAR POINT RGE LTS
LIVINGSTONE CHANNEL
(See tabulation)
LIMEKILN CROSSING REACH RGE LTS
F R 24ft
F R 40ft
Depth over crib 12 ft
Allied Chemical Canada Ltd
STACK
Intake
Sewer
F R 45ft
Calvert of Canada Ltd
F R 76ft
FT MALDEN RGE LTS
AMHERSTBURG
P O
Ramp
BOIS
Fl G 4s 41ft "D61"
F R 80ft
HACKETT REACH RGE LTS
F R 45ft
BLANC
OBS
TR
LTD
ISLAND
Cable Area
Bob-Lo Dock
AMHERSTBURG CHANNEL
Riverside Marina
UPBOUND CHANNELS
Joins page 15
SCALE 1:30,000
Nautical Miles
Statute Miles
Yards
Meters



12

Note: Chart grid lines are aligned with true north.

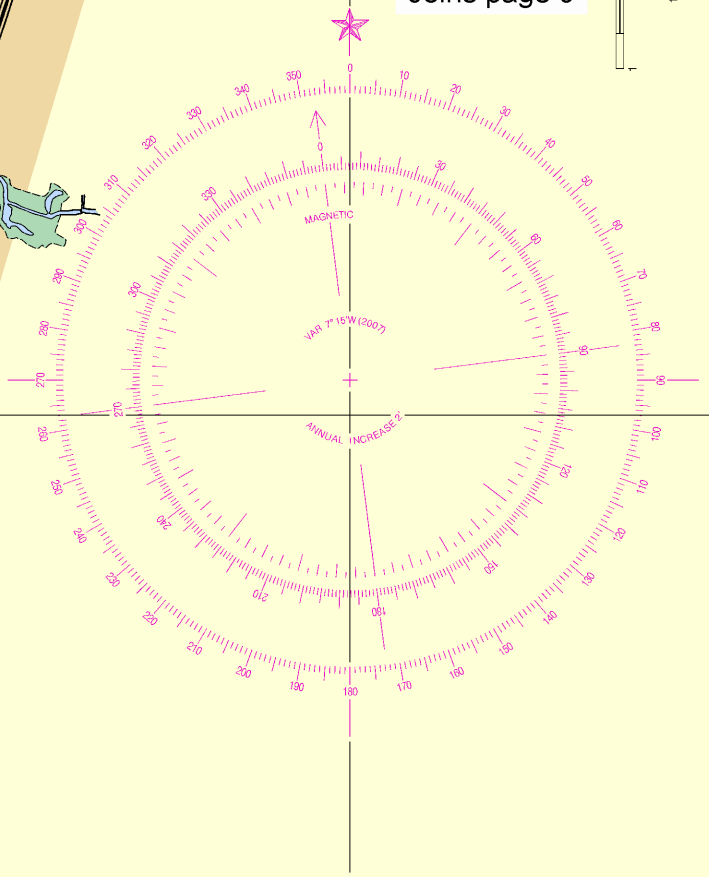
Printed at reduced scale. ~~SCALE 1:30,000~~

Nautical Miles: 1 0 1 2

Yards: 1000 0 1000 2000 3000

See Note on page 5.

Joins page 9



NOTES

PLANE OF REFERENCE OF THIS CHART (Low Water Datum). Depths are referred to the sloping surface of the river when Lake St. Clair is at elevation 572.3 feet and Lake Erie is at elevation 569.2 feet.

Referred to mean water level at Rimouski, Quebec, International Great Lakes Datum (1985).

AIDS TO NAVIGATION. Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation. See Canadian List of Lights, Buoys and Fog Signals for information not included in the U.S. Coast Guard Light List

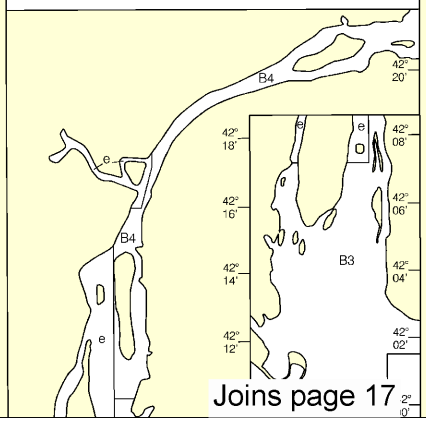
SYMBOLS AND ABBREVIATIONS. For complete list of symbols and abbreviations see Chart No. 1.

BRIDGE AND OVERHEAD CABLE CLEARANCES. When the water surface is above Low Water Datum, bridge and overhead clearances are reduced correspondingly. For clearances see U.S. Coast Pilot 6.

AUTHORITIES. Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and Canadian authorities.

SOURCE

B3 1940-1969	NOS Surveys	partial bottom coverage
B4 1900-1939	NOS Surveys	partial bottom coverage
e	Chart 14854	



Joins page 17

For more detail of Detroit River see Chart No 14853

Joins page 14

Joins page 10

Joins page 13

Joins page 18

NOTES

PLANE OF REFERENCE OF THIS CHART (Low Water Datum). Depths are referred to the sloping surface of the river when Lake St. Clair is at elevation 572.3 feet and Lake Erie is at elevation 569.2 feet.

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SOURCE

B3 1940-1969	NOS Surveys	partial bottom coverage
B4 1900-1939	NOS Surveys	partial bottom coverage
e	Chart 14854	

For more detail of Detroit River see Chart No 14853

42° 14'
42° 12'
42° 04'
42° 02'
42° 00'

Printed at reduced scale. ~~SCALE 1:30,000~~

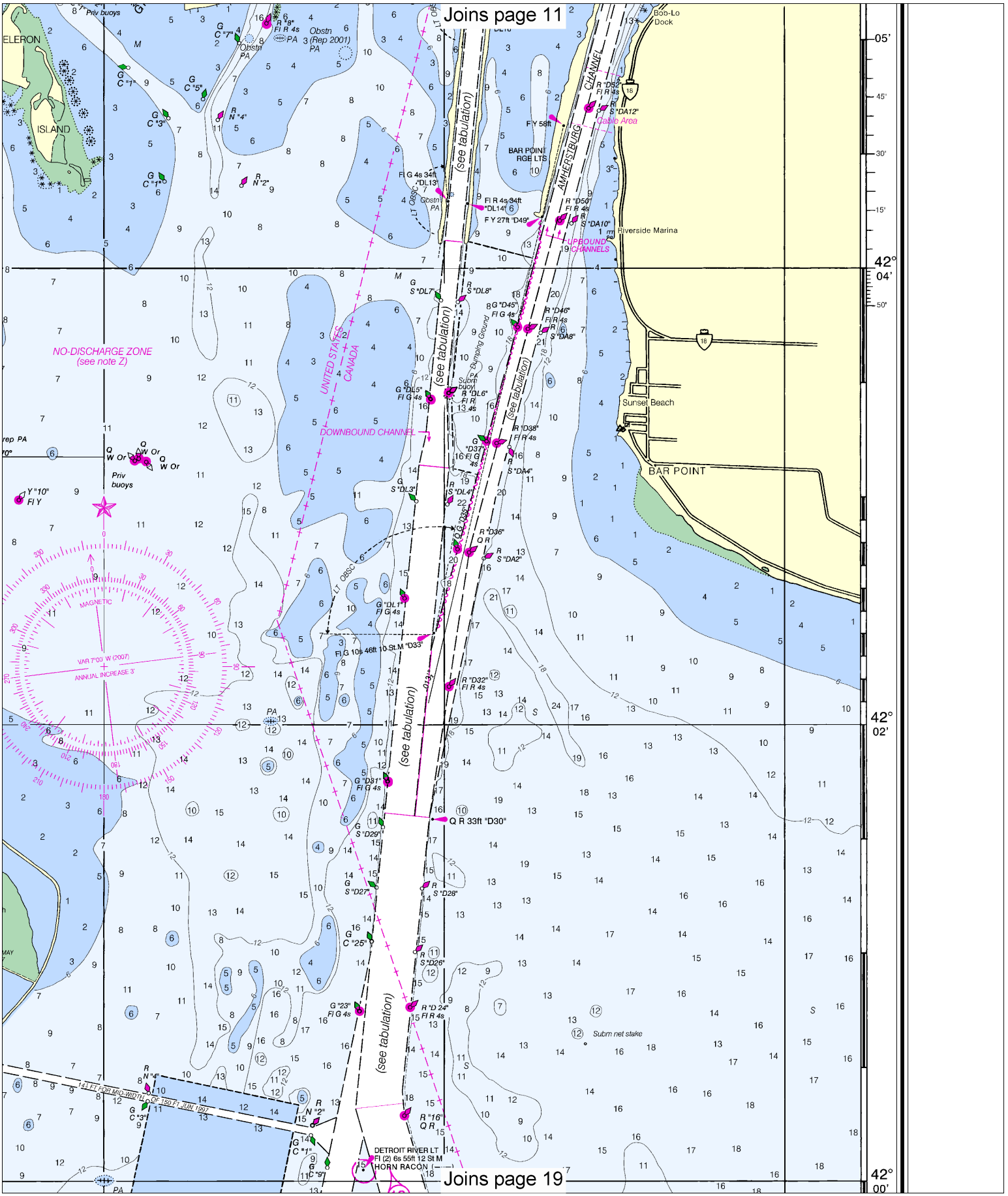
Nautical Miles 1 0 1 2

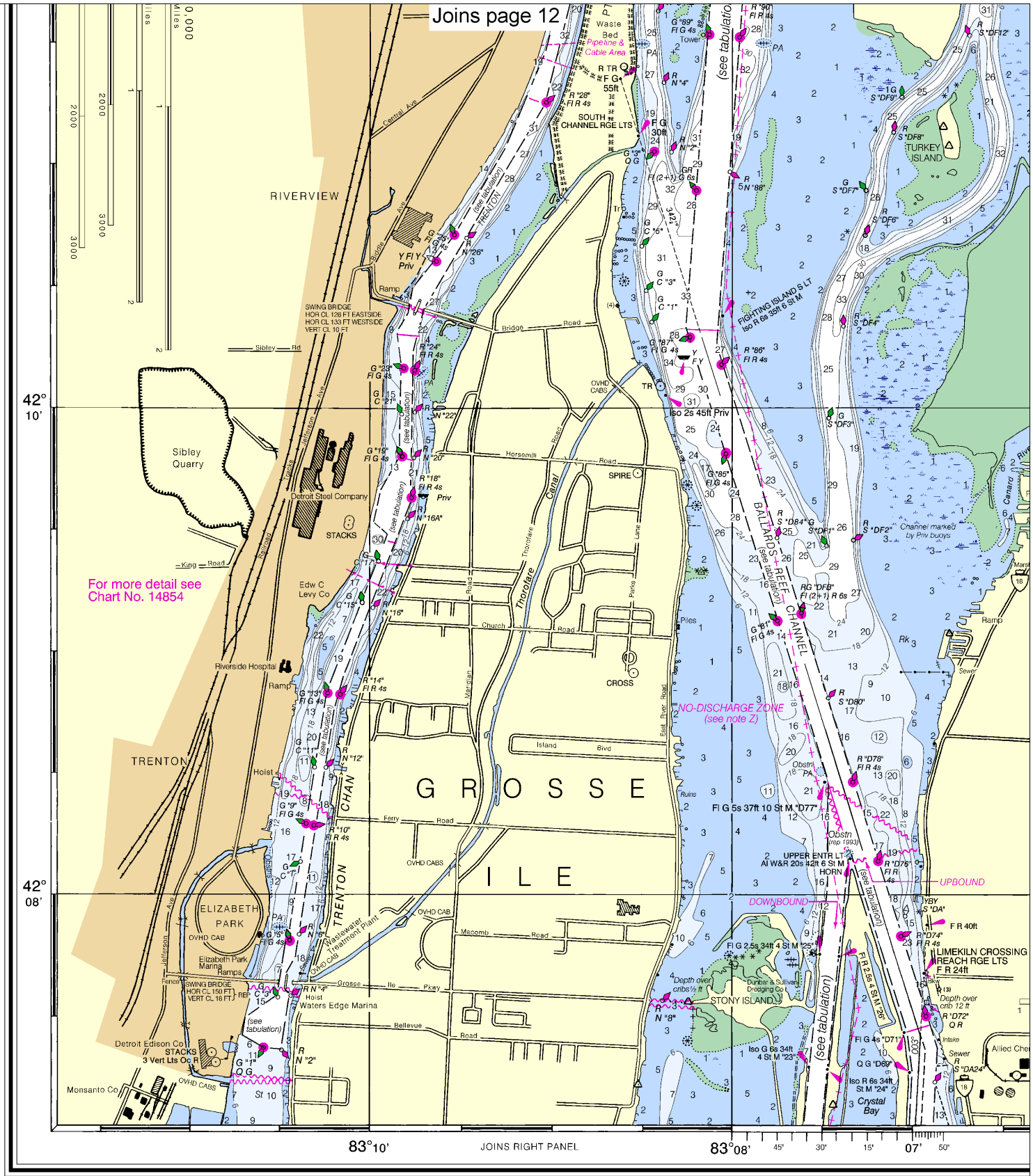
Yards 1000 0 1000 2000 3000

See Note on page 5.

14

Note: Chart grid lines are aligned with true north.


Joins page 11
Joins page 19
(see tabulation)
NO-DISCHARGE ZONE
(see note Z)
UNITED STATES
CANADA
DOWNBOUND CHANNEL
UPBOUND CHANNELS
AMHERSTBURG CHANNEL
Cable Area
BAR POINT RGE LTS
Riverside Marina
Sunset Beach
BAR POINT
Bob-Lo Dock
Dumping Ground
LT OBSC
Obstn PA
Subm buoy
Subm net stake
Priv buoys
DETROIT RIVER LT
Fl (2) 6s 55ft 12 St M
HORN RACON (—·—)
MAGNETIC
VAR 7°00' W (2007)
ANNUAL INCREASE 3'
42° 05'
42° 04'
42° 02'
42° 00'



58th Ed., Oct./ 07 ■
14848

Corrected through NM Oct. 06/07
Corrected through LNM Oct. 02/07

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

SOUNDINGS IN

Note: Chart grid lines are aligned with true north.

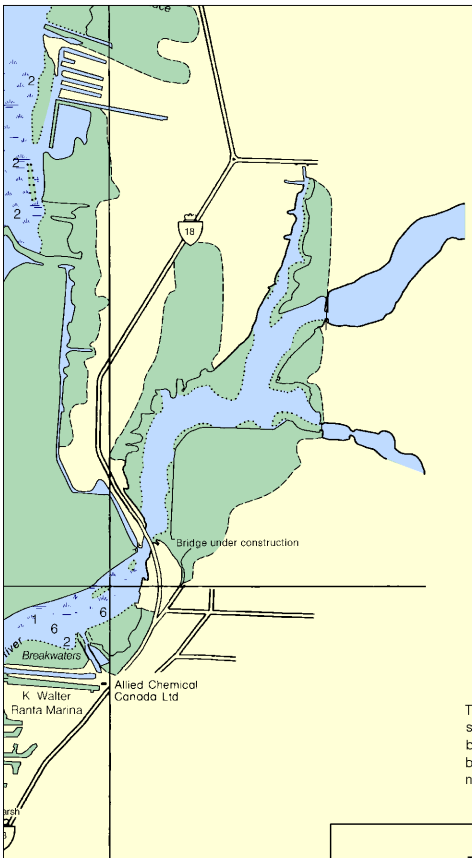
Printed at reduced scale. ~~SCALE 1:30,000~~

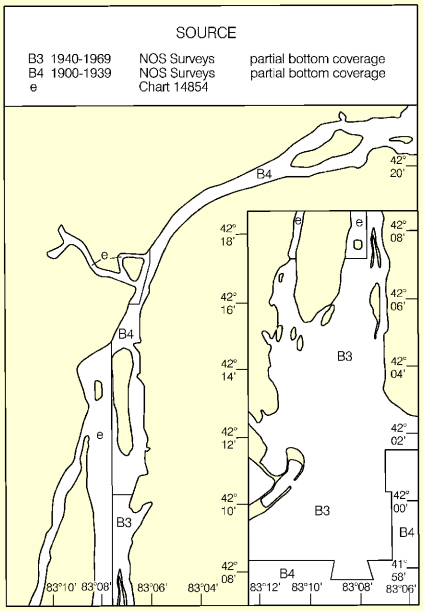
See Note on page 5.

Nautical Miles: 1 0 1 2

Yards: 1000 0 1000 2000 3000

Joins page 13





SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

TRENTON CHANNEL DEPTHS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO OCT 2011

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT GREAT LAKES LOW WATER DATUM (LWD)					PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH LWD (FEET)
ENTRANCE TO LT BY "16"	21.9	27.1	23.6	10-11	300-720	2.17	27
LT BY "16" TO LT BY "28"	27.7	27.9	24.6	10-11	300-680	2.17	27
LT BY "28" TO 800ft S. OF GROSSE ILE BRIDGE	24.9	26.4	24.5	10-11	300-520	1.31	27
800ft S. OF GROSSE ILE BRIDGE TO LT BY "19"	29.1	28.9	10.7	10-11	300-480	.56	28
LT BY "19" TO END OF TURNING BASIN	27.6	29.0	25.3	10-11	250-800	.38	28
END OF TURNING BASIN TO LT BY "5"	21.8	21.6	20.9	10-11	250-300	1.97	21
LT BY "5" TO END	19.1	20.4	18.8	10-11	140-1000	.51	21

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

LOGARITHMIC SPEED SCALE

1 2 3 4 5 6 7 8 9 10 15 20 25 30 40 50 60

To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.

Vessel Traffic Services calling-in point; arrow indicates direction of vessel movement. Mandatory calling-in points are identified numerically. Voluntary calling-in points are identified alphabetically. For additional information see U.S. Coast Pilot 6 and the U.S. and Canadian Notices to Mariners.

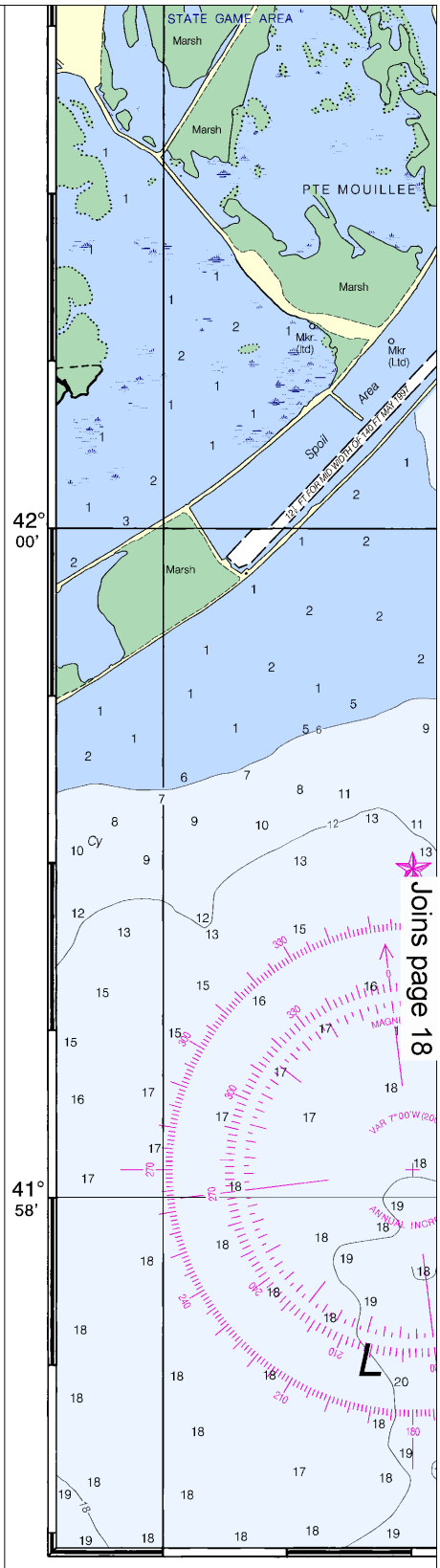
SCALE 1:30,000

Nautical Miles ½ 0 1 2

Statute Miles 1 ½ 0 1 2

Yards 1000 0 1000 2000 3000

Meters 1000 0 1000 2000 3000

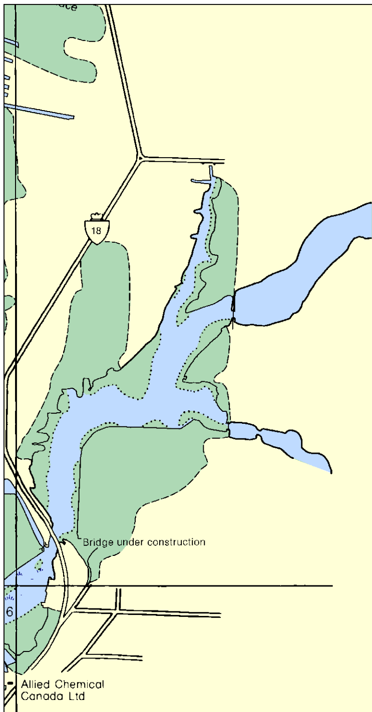


83°06' 83°04' 83°12'

FEET

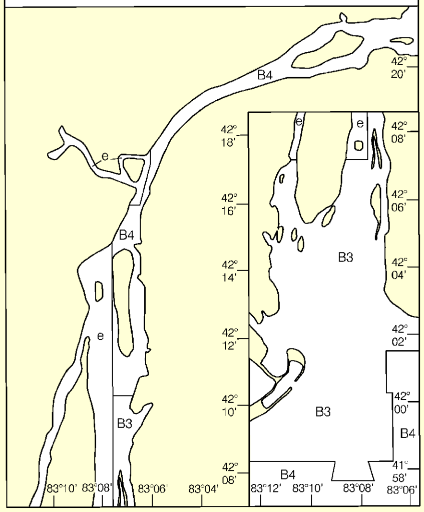
Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

Joins page 14



SOURCE

B3 1940-1969	NOS Surveys	partial bottom coverage
B4 1900-1939	NOS Surveys	partial bottom coverage
e	Chart 14854	



SOURCE DIAGRAM

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42° 10'

Joins page 17

R MASTS
4 Vert Lts
Oc 3 F R

R MASTS
3 Vert Lts
Oc R 2 F R

TRENTON CHANNEL DEPTHS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO OCT 2011

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT GREAT LAKES LOW WATER DATUM (LWD)					PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH LWD (FEET)
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LT BY "16" TO LT BY "28"	27.7	27.9	24.6	10-11	300-680	2.17	27
LT BY "28" TO 800ft S. OF GROSSE ILE BRIDGE	24.9	26.4	24.5	10-11	300-520	1.31	27
800ft S. OF GROSSE ILE BRIDGE TO LT BY "19"	29.1	28.9	10.7	10-11	300-480	.56	28
LT BY "19" TO END OF TURNING BASIN	27.6	29.0	25.3	10-11	250-800	.38	28
END OF TURNING BASIN TO LT BY "5"	21.8	21.6	20.9	10-11	250-300	1.97	21
LT BY "5" TO END	19.1	20.4	18.8	10-11	140-1000	.51	21

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

LOGARITHMIC SPEED SCALE

2 3 4 5 6 7 8 9 10 15 20 25 30 40 50 60

To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.

42° 08'

7

Vessel Traffic Services calling-in point; arrow indicates direction of vessel movement. Mandatory calling-in points are identified numerically. Voluntary calling-in points are identified alphabetically. For additional information see U.S. Coast Pilot 6 and the U.S. and Canadian Notices to Mariners.

SCALE 1:30,000

Nautical Miles

½ 0 1 2

Statute Miles

½ 0 1 2

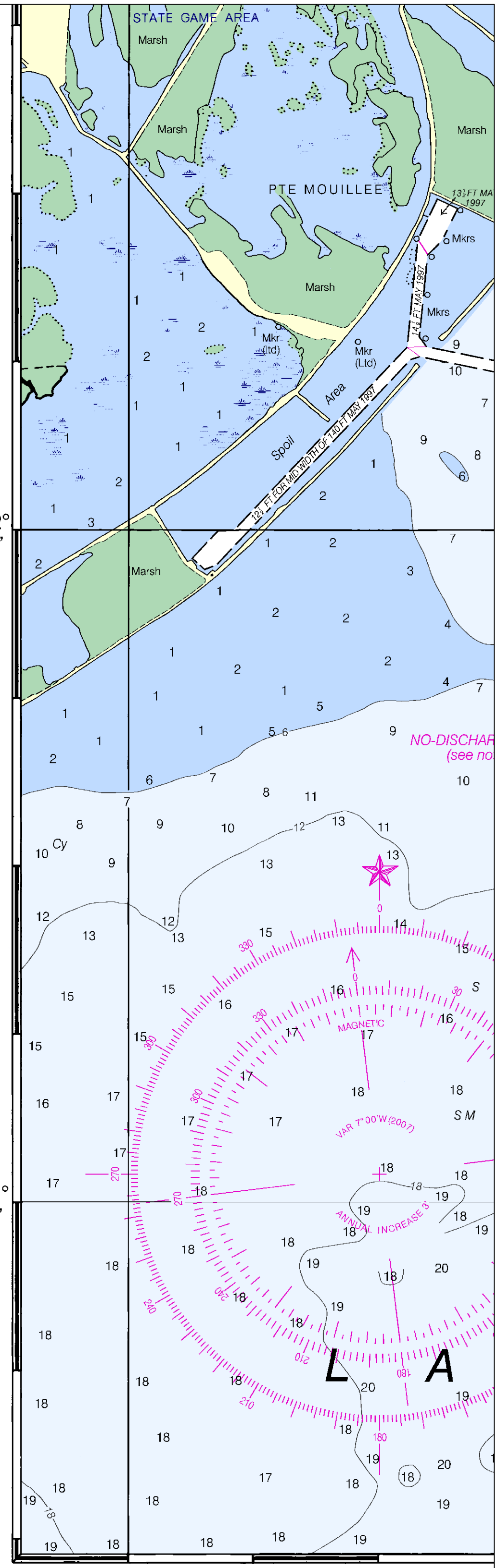
Yards

1000 0 1000 2000 3000

Meters

1000 0 1000 2000 3000

83°06' 83°04'



42° 00'

41° 58'

83°12'

ET

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

Note: Chart grid lines are aligned with true north.

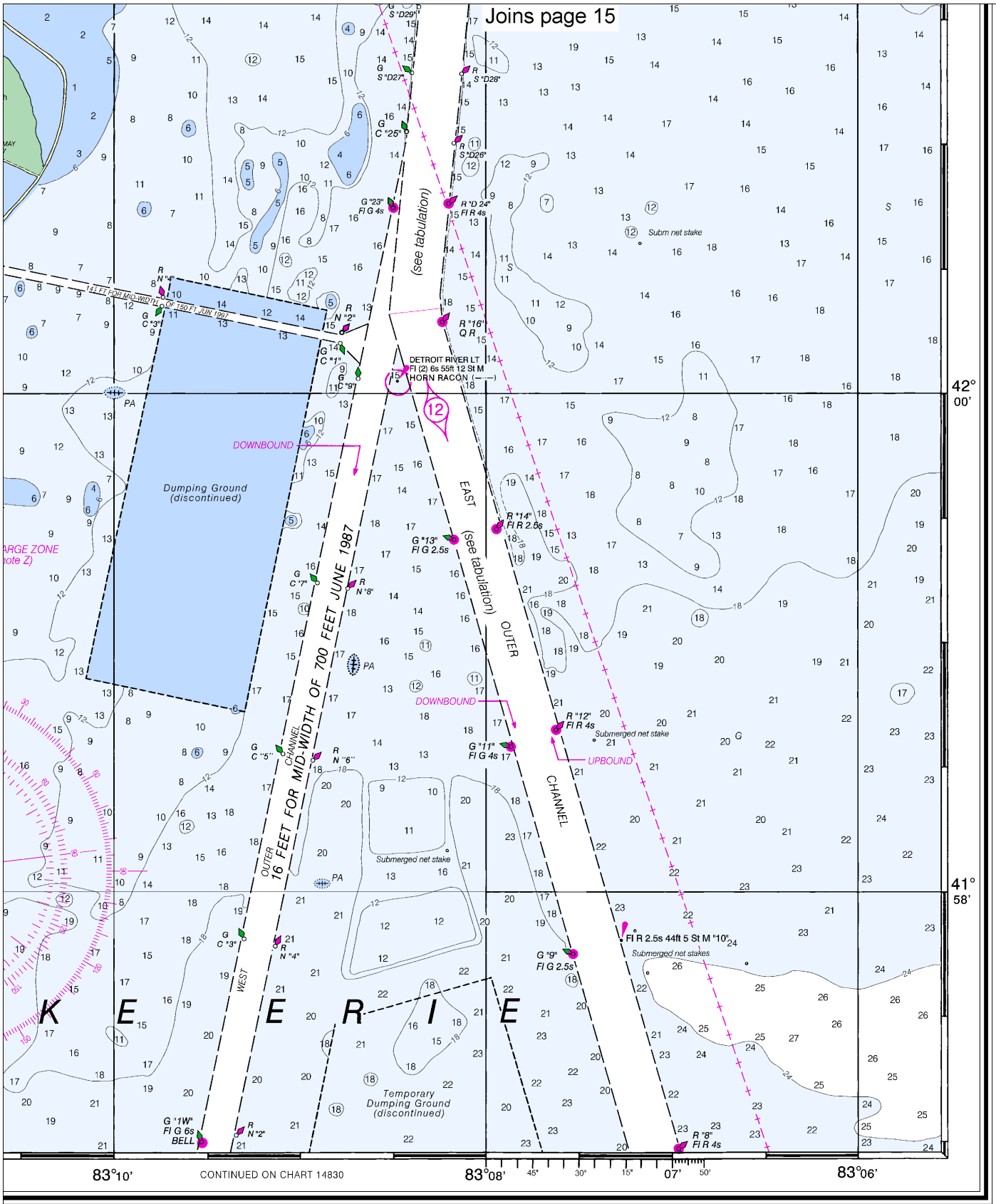
Printed at reduced scale. ~~SCALE 1:30,000~~ See Note on page 5.

Nautical Miles

1 0 1 2

Yards

1000 0 1000 2000 3000



FATHOMS 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17

FEET 6 12 18 24 30 36 42 48 54 60 66 72 78 84 90 96 102

METERS 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31

Detroit River

SOUNDINGS IN FEET - SCALE 1:30,000

14848

ED. NO. 58

NSN 7642014010668 NGA REFERENCE NO. 14XHA14848

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

Quick References

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Marine Forecasts	—	**http://www.nws.noaa.gov/om/marine/home.htm**
National Data Buoy Center	—	**http://www.ndbc.noaa.gov/**
NowCoast web portal for coastal conditions	—	**http://www.nowcoast.noaa.gov/**
National Weather Service	—	**http://www.weather.gov/**
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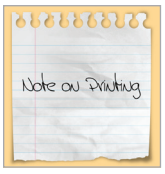

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NOAA's Office of Coast Survey The Nation's Chartmaker